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◆◆ VOL. 3 NO. 7 ◆◆ APRIL 9 - APRIL 22, 1992



Thanks to Chris Botelho for sharing this photo, he holds up a 39 pound lobster which he claimed while fishing on the F/V Patience. He reports that he and his wife did eat the monster.

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LETTER FROM THE EDITOR

This month is not just a critical one for area groundfishermen but also anyone who owns a business which deals with the fishing industry. It's the month before the yet-to-be scheduled public hearings which would give everyone an opportunity to speak up about the groundfish management proposals that are out there.

Most importantly, no matter what proposal it may be, and to date there are three that we know of, they will have an impact on how fishermen fish. This means that if they are cut back by new regulations, your business would be impacted as well.

Within the month, a number of groundfishermen, lead by Rodney Avila from New Bedford along with Howard Nickerson of the Offshore Mariners Association, and concerned businesspeople will attempt to prepare an economic analysis of just how much impact these plans will have on the economy locally.

If that information is put together it will be shared with you and it is hoped that you will participate at the public hearings. These hearings will not only be for fishermen but for you as well.

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Coast Guard Comes to New	Bedford
for safety forum	

Harbor Master Plan addresses future issues

The Barnacle is written and published two times a month by Desktop Marketing Concepts, P.O. Box 71, Fairhaven, Massachusetts, 02719. Tel: (508) 999-4255. Subscription rates for mailings at \$10.00 for 24 issues.

We welcome guest columns and press releases. Copyright @ 1990, Desktop Marketing Concepts.

> Publisher/Editor, Gary S. Golas Administration, Kathy Golas Writer/Interpreter, Joe Vinagre Special Writer, Richard Hiscock

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THE BARNACLE

Cover Photo: An incredible photo taken offshore by Halli Bjorgolfsson, skipper of the F/V Narragansett. It shows the F/V Valkyrie taking on the high seas.

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April 9, 1992

Ship to Shore.... messages from offshore and home

Happy Birthday
Cathy
"Dockside Repairs"
"43" and Still
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DRene & Pai

From Irene Cardoza TO: Cathy Lambert SKIP DROWN SKIP'S MARINE APRIL 19

HAPPY BIRTY OF THE STORY OF THE BEST OF TH

Alan Curtis
April 15th

From Gary LeRoy, F/V S. Maria

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Deadlines are the first and third
Friday of each month for the
preceeding issue.

NEXT ISSUE MESSAGES FOR PERIOD April 23- May 6

DEADLINE FOR THESE MESSAGES IS APRIL 17 HAPPY Anniversary TO Mr & Mrs Jim Jones April 17th

Richard Saunders

HAPPY BIRTHDAY

April 23th

Happy Birthday Jack Reynolds April 14th

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April 9, 1992

Disappointing Turnout For Coast Guard Seminar In New Bedford

Members of the Coast Guard were in New Bedford on March 30th to put on a day long seminar on the new safety regulations. Unfortunately fewer than 30 fishermen attended the program at the Whaling Museum.

The program was hosted by the Marine Safety Office and the New Bedford Seafood Producers Association. It was developed after a number of complaints had been brought to the attention of Congressman Gerry Studds which focused on the boarding procedures of the Coast Guard.

The daylong program featured Coast Guard speakers who discussed safety regulation issues and demonstrated safety equipment. It included a discussion on the history of the new comprehensive regulations, cold water survival on how to use exposure suits and liferafts, how to properly handle an air and sea rescue, a look at survival equipment and EPIRBS.

Lt Commander Glenn Miller of the Law
Enforcement branch spent a few minutes during the
afternoon session discussing at sea boarding
procedures and policies. Only two fishermen from
the audience had specific questions about a direct
boarding experience they had questioned.

Asked by a news reporter about cases of multiple boardings at sea of fishing vessels, Lt Commander Miller said it was not policy to do such.

"That is definitely not policy to board vessels three times in one day. We had one incident where a vessel was boarded within four days and that was a communication breakdown where the vessel was boarded offshore and four days later the vessel was 90 miles closer to shore and a different unit came across and conducted a boarding. They realized it, took a look at the papers and than departed the boat. That is not our policy and it is not our intentions. Three boardings in one day is not policy."

Lt Miller did suggest that if any fisherman has any complaints to call and write him with the details so that he can investigate the matter. "I have access to every boarding. Every boarding that has been conducted is in a computer database, and I could go in and I could substantiate it and I do review every

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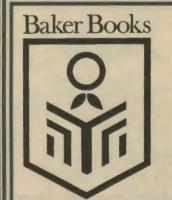
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boarding every day. I look for things like this. I ask my units to pre-screen the boarding opportunity before they go aboard."

The Coast Guard has announced that it will soon have a safety inspection guardsman on station in New Bedford.
According to CWO Jim Price of the Marine Safety Office it will be the sole job of that person to conduct courtesy dockside examinations of vessels.

Meanwhile all Coast Guardsmen who are part of boarding teams must undergo extensive boarding training programs at Otis to better acquaint them with boarding procedures and fishing operations.

"We started a training program over at Otis that specifically addresses the boarding of a fishing boat and fishing regulations," said Lt. Miller. "I referred to that about having members of the fishing industry coming in and they have been coming in. We have had some individuals from this area, from Point Judith, from Gloucester, and its been a good two-way reaction between the two groups. Here you've got the trainee, the guy who is just starting out in a boarding program hearing it direct from a fisherman. What upsets him,

what affects his operation right away.

CWO Price expects to be back in New Bedford once again to conduct more seminars of a shorter duration. "We recognized that this is a Monday and a good day to get underway. We'll do this again in a few weeks. We'll do it on a Saturday when we'll get more guys in port to see if you'll get a better attendance. We will do one on a smaller scale where we'll talk about the nuts and bolts and the type of issues they want to deal with."

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Harbor Master Plan Recommendations Presented At Recent Workshop

A consultant team hired by the town of Fairhaven and the City of New Bedford had recently completed its look at planning issues that affect both sides of the harbor and held a second workshop to outline some suggestions on how to best develop a master plan for the busy harbor on March 31st.

HMM Associates of Concord has been sifting through information ascertained during a day long public workshop it held in February.

The most recent afternoon workshop attracted about thirty people including members of the Harbor Master Planning Committee.

The firm offered a number of action plans which focused on the fishing industry. The first suggestion was a call to provide

for more expanded docking facilities for the fishing fleet. In the report, the consultant firm outlined a plan to possibly extend Steamship Pier in New Bedford. The group suggested that an impact analysis is needed to determine any possible affects Coast Guard ships and other vessels might encounter by docking at the State Pier.

The consultant team also has been looking into the possible use of waterfront dock space at the Commonwealth Electric and Gas Company. It suggested that an evaluation is needed to determine land side access to the property.

There was a suggestion that Fish Island be used for dockage shallow draft vessels such as lobster boats. Currently the island houses the defunct HydroDredge Company and has a number of derelict, submerged vessels. The Harbor Development Commission has been actively exploring the possible acquisition of the property. The high costs associated with ridding the city of the vessels has discouraged the Commission from proceeding.

The planning report suggested that the Town of Fairhaven consider moving the state designated harbor line at the channel further outward off Kelley and Union Wharves in Fairhaven. Fairhaven boatowners and property owners have expressed an interest to increase the dockage space at those locations. Moving the harbor line would require state legislative action.



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Other areas the planning group is to consider is further dockage expansions to include extending the North Terminal bulkhead northward to Revere Copper and Brass and the South Terminal bulkhead southward to the Standard Times Field area.

The consultant group has announced that it will soon release its report on developing waste oil and sewerage pump out facilities along the harbor.

It also suggested that a harborwide vessel mooring plan be instituted, that more recreational boat ramps be constructed, and dock regulations be implemented. The New Bedford Harbor Development Commission is already pursuing the latter measure.

The planning group examined the zoning bylaws of both New Bedford and Fairhaven and suggested a number ways to change and implement newer regulations. Lastly it suggested that an Inner Harbor Advisory Committee be formed with the responsibility of ensuring that the recommended harbor planning actions are actually implemented. It recommended that the committee be composed of representatives from both communities will the purpose of reviewing special permits as it relates to waterfront development.

The consultant firm expects to finalize their recommendations in the next two months with a final report issued in June. The Harbor Master Planning Committee will continue to meet with the firm to discuss its progress.



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Seafarers International Union New Bedford Column

Henri Francois

We would like to acknowledge the fine efforts of Senator MacLean Rep. Joe McIntyre, Rep. Tony Cabral, Rep. Bob Koczera, Mayor Tierney and the entire New Bedford Democratic community for its united opposition to the recently completed Congressional redistricting plan. We Southern Massachusetts must remember that it was the Governor and the Republican State Party that placed political opportunism above the interests of the people. This from the same people who continually accuse the Democrats of playing politics, what hypocrisy!! It is our hope that the unity and anger, exhibited during this process can be carried over to

the elections this November. What better way to send the Republicans a loud and clear message of anger, then through the ballot box. The motto in the New Bedford area for the coming fall elections should be "Remember in November!!"

There appeared in the March 12-25 edition of this magazine an article from Jon Bryan, a candidate for Congress in the 10th District. This article referred to Congressman Studds efforts in the long-standing dispute between New Bedford boatowners and the I.R.S. Either Mr. Bryan has a complete lack of knowledge of the history of this problem, or he deliberately attempted to mislead the public of

Congressman Studds efforts on this issue. Cong. Studds, and Cong. Donnelly, sponsored a measure that was passed in the Congress last year. That legislation was then tabled, and killed, in the Senate, by Republican Senator Bob Packwood of Oregon. If not for the actions of fellow Republicans like Mr. Bryan, (who is now an Independent, or unenrolled, or whatever he thinks will help him get elected), this issue would have been resolved a long time ago.

The people in the fishing industry are well aware of the efforts of Congressmen Studds and Donnelly, and Senators Kennedy and Kerry on this issue. Because of their



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involvement this potentially devastating problem will be resolved, thereby saving a number of vessels from a crippling financial burden.

The fishing community clearly understands that we need Congressman Studds to continue working for us if there is to be a future for the industry in New Bedford. What we don't need is another political candidate who will "say whatever he has to say, and do whatever he has to do," in order to get elected. The state of the economy, education,

health care and the environment are living testimony to what we get from that type of a candidate. For the people of the New Bedford area, once is definitely enough!!!

Additionally, we would like to commend the Coast Guard for the fishing vessel safety seminar it conducted here in the port of New Bedford last week. The gathering provided the local fishing community the opportunity to directly communicate to Coast Guard officials, the problems, questions and comments we had on the new safety regulations. We feel that the Coast Guard should conduct semi-annual, or quarterly, meetings here in the port. Meetings on a regular basis would greatly improve the communication, and relationship, of the New Bedford fleet and the Coast Guard.



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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

March 6, 1992/12:08 AM

The 55' eastern rig trawler from New Bedford, F/V Three Sons, called for Coast Guard assistance 12 miles northeast of Provincetown after it had experienced a net tangled in its prop. A Coast Guard tow was arranged to Provincetown.

March 7, 1992/9:31 AM

The Coast Guard Operation Center received an EPIRB alert coming from the vicinity of Marthas Vineyard. commercial aircraft in the area could not hear the signal, but Coast Guard stations could. Coast Guard Aircraft were launched and could not detect the signal. The signal was too weak to pinpoint. The case was turned over to the Marthas Vineyard Civil Air Patrol for further investigation.

March 9, 1992/2:08 PM

The F/V Enterprise called for medical assistance 130 miles east of Nantucket after a 28 year old crew man had nearly severed his right thumb in an accident involving a scallop dredge. The

flight surgeon was briefed and recommended be hoisted by a helicopter to a hospital. The subject was hoisted successfully to Cape Cod Hospital.

March 11, 1992/11:31 AM

The 80' stern trawler from New Bedford, F/V Santo Antonio called for Coast Guard assistance due to clutch problems. The master stated he could not engage his clutch due to a sheared shaft in the reduction gear. A cutter was sent to assist and placed an engineering crew on board to attempt repairs. The boarding team was unable to make repairs and the vessel was taken in tow. The tow encountered poor weather with 12-14 foot seas and made only 2-4 knots per hour for most of the day. The vessel was relieved of the tow by the Tug Jaguar in the vicinity of Nantucket Sound

March 11, 1992/2:38 PM

The 92' scalloper from New Bedford F/V Seafarer called for Coast Guard assistance due to a net in its screw. The vessel was 100

miles east/southeast of Nantucket. Due to forcasted bad weather, the case was beyond CG vessel capabilities. The vessel was in no immediate danger and was placed on a two hour communications schedule. The Cutter Tamaroa was diverted to assist after it had relieved the tow of the F/V Santo Antonio on the next morning. The vessel was taken in tow to the vicinity of Nantucket.

March 12, 1992/12:39 AM

The Coast Guard received a report from the 80' eastern rig scalloper from Fairhaven, F/V Man O War from 130 miles east of Nantucket that it was disabled with rudder problems. A cutter was sent to assist and later that evening the vessel reported that it was heading in under its own power at about six knots. The vessel would also keep a two hour communications schedule. The Tug Jaguar met the vessel and took it in tow to New Bedford Harbor.

March 17, 1992/3:13 PM

The 86' western rig trawler from

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THE BARNACLE

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April 9, 1992

Boston, F/V Provider, called for assistance after it experienced an engine failure 150 miles east of Provincetown. The vessels had reported that it was disabled and drifting toward Canadian waters. There was no response to a Mariner's Assistance Broadcast. A cutter was diverted to assist with a tow. The vessel was taken in tow to Provincetown. If the weather improves and icing conditions for a tow are not hazardous, another cutter will relieve the tow. Meanwhile the Tug Jaquar had met the Cutter Bittersweet to relieve the tow. In the process of transferring the tow the hawser became fouled in the Bittersweets' screw. The Tug Jaquar now has both the F/V Provider and

Bittersweet in tow enroute to Boston Harbor, where divers will remove the line.

March 18, 1992/9:18 AM

The 50' trawler from New Bedford, F/V Sunrise, reported that it was taking on water one mile north of Orient Point, NY. A CG helicopter and cutter were diverted to assist. Once on the scene the helicopter dropped a pump for dewatering efforts. A rescue and assistance team from the Cutter Point Francis was sent on board to assist in damage control. The vessel was than escorted into the Orient Point area where it was safely moored.



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A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS

10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

Studds Bill Would Safeguard Georges Bank; Bring Revenue To Massachusetts

With New Administration oil leasing plans currently on the drawing board, US Representative Gerry Studds today introduced legislation to safeguard Georges Bank—one of the world's most productive fishing grounds—against oil and gas exploration until at least the year 2000. The Studds bill could also bring about \$2 million to Massachusetts coastal programs through a revenue sharing proposal.

"In 1990, President Bush & aid he would suspend oil and gas drilling plans on fisheries-rich Georges Bank until after the year 2000," Studds said. "However, presidents have been known to change their minds — particularly in election years."

Rep. Studds said that his bill "would eliminate that risk and lock into law protections for these areas of critical economic and ecological importance and you Id ensure support for state coastal programs."

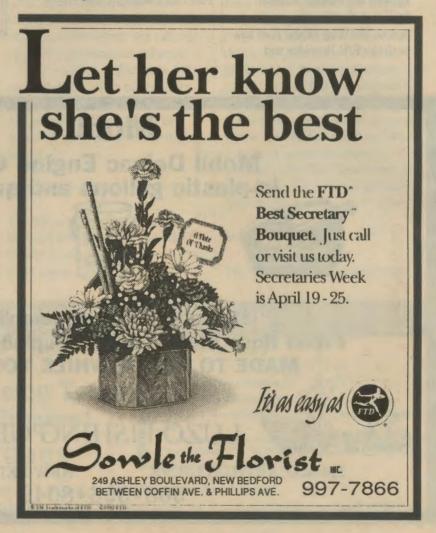
The rich Georges Bank fishing grounds, nearby lobstering canyons, and Great South Channel — a feeding ground for the humpback and endangered right whale — are critical to the region's fishing and tourist industries. The Interior Department plans its leasing activities for five year periods. The current plan expires this summer and the next "five-year plan" is now being considered. Studds' bill seeks to lock into law current protections in case they are not provided by the next plan, or the President changes his policy.

Last week, Studds — a member of the Energy Subcommittee — and 20 other New England Congressmen and women wrote to the Chairman of the House Interior Committee to request that a moratorium on oil and

gas leasing off the coast of New England be included in its energy legislation, which is scheduled for consideration by that committee on April 8.

"One way or another, we want Georges Bank — and the benefits it provides the local economy written into law," Studds said. "we cannot afford to risk the world's richest fishing grounds for a few days worth of oil."

Studds' legislation, co-authored by Merchant Marine and Fisheries Chairman Walter B. Jones (D-NC), would also require the federal government to deposit annually about \$100 million of its royalties from offshore drilling into a fund to be distributed among coastal states. Each state's annual share of the fund would be determined by a formula which considers factors including the length of the state's coastline, its coastal population, its participation in the Coastal Zone Management Program and the amount of offshore oil and gas development adjacent to the state. Massachusetts could receive approximately 52 million under the formula, to be used to enhance coastal resources and habitat.



SCALLOP LANDINGS



	Monday, March 23, 1992	No Scallopers At Auction	
	Tuesday, March 24, 1992	No Scallopers At Auction	
	Wednesday, March 25, 1992	No Scallopers At Auction	
	Thursday, March 26, 1992	No Scallopers At Auction	
_	Friday, March 27, 1992	No Scallopers At Auction	
			_
	Monday, March 30, 1992	No Scallopers At Auction	
	Monday, March 30, 1992 Tuesday, March 31, 1992	No Scallopers At Auction No Scallopers At Auction	
	Tuesday, March 31, 1992	No Scallopers At Auction	
	Tuesday, March 31, 1992 Wednesday, April 1, 1992	No Scallopers At Auction No Scallopers At Auction	



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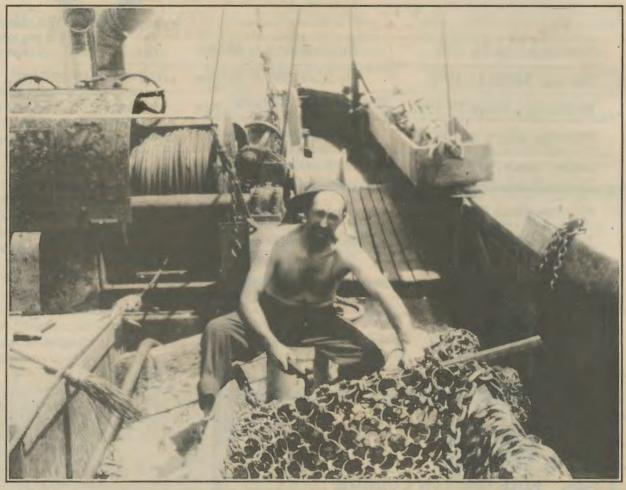
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Going back in time along the New Bedford docks

Special thanks to John Veira of Dartmouth for sharing these photos



Thanks to John Veira for sharing this old photo, we get the chance to see a young fisherman named Howard Nickerson hard at work repairing a scallop dredge.

Attention All New Bedford Fishermen and Retirees!!

.............

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DRAGGER LANDINGS



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TOTAL 185,000 lbs

3.200 lbs

Haddock Large & Scrod 1.50-2.00

54,000 lbs 11,000 lbs

Cod Whale 1.50/Large, Markets & Scrods 1.10-1.50 Georges Lemonsole 2.00/ Large 2.00-2.85/ Small 1.40-2.25/ PW 1.00

March 23, 1992

400 lbs

Pollock .40-,50 Dabs Large .80-1.40/ Small .60-1.20/ PW .40-1.20

23,000 lbs 91,000 lbs

SandDabs .68-1.10

27,000 lbs

Yellowtaii 100-120 count 1.50-1.60/ 160-180 count 1.25

Cowboy 17,900/ Mischief 12,900/ Atlantic Star 17,000/ Imigrante 14,700/ S. Pedro 17,800/ Triumfo 15,600/

Thor 18,300/ Sao Paulo 16,500

TOTAL 130,700 lbs

5,000 lbs

Haddock Large 2.00-2.10/ Scrod 2.00

March 24, 1992 Tuesday

Monday

43,600 lbs 9,000 lbs 13,000 lbs Cod Large, Markets & Scrod 1.25-1.40

Georges Large BB 2.20-2.50/ Small BB 2.00-2.25/ PW .60-1.00

Dabs Large 1.00-1.60 / Small .80-1.30 / PW .60-1.00

50,000 lbs Sand Dabs .72-1.10 12,000 lbs

Yellowtail 100-120 count 1.60-1.70 / 160-180 count 1.20-1.30

Calypso 17,500/ Chain 15,000

TOTAL 32,500

25,000 lbs 5,500 lbs 2,000 lbs

Cod Large 1.30-1.37/ Markets 1.33-1.40/ Scrods 1.30-1.38 Georges Lemonsole 2.25 / Large 2.25 / Small 1.75 / PW 1.25

SandDabs 1.00

March 25, 1992 Wednesday

Nobska 56,000/ Santo Antonio 19,100/ Linda Ilda 11,700/ Alentejo 19,000/ Shelagh K 15,000/ Costa Corjo 26,600/ Foz Mondego 20,700/ Sen Viagem 24,000

TOTAL 192,100 lbs

3,200 lbs 103,000 lbs Haddock large & Scrod 1.00

Cod Large, Markets & Scrods .87-1.10

March 26, 1992

10.500 lbs 10,000 lbs Georges Large & Small 1.50 -2.00/ PW .60-1.00 Dabs 1.00-1.15/ Small .80-1.10/ PW .60-.90

100 lbs Thursday 50,000 lbs

Pollock .40 SandDabs .75-.90

14,600 lbs Yellowtail 100-120 count 1.40-1.60/ 160-180 count 1.10-1.30

Maureen S 27,000/ United States 18,500/ Impulse 18,900/ Ilhavo do Corvo 20,000/ Mary K 13,000/ Galicia I 17,300

TOTAL 114,700 lbs

1,000 lbs

Haddock large 1.00-1.10/ Scrod 1.10

March 27, 1992

73,000 lbs 10,400 lbs 4,000 lbs

Cod Large .85-1.15/ Markets .90-1.10/ Scrods .75-1.10 Georges Lemonsole 2.00/ Large 2.20-2.30/ Small 2.10-2.15/ PW 1.00-2.00 Dabs 1.00-1.10/ Small .80-.90/ PW .60-.70

Friday 21,000 lbs SandDabs .70-.85

5.200 lbs

Yellowtaii 100-120 count 1.50-1.60/ 120-140 count 1.25/ 160-180 count 1.25-1.30



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TOTAL 181,400 lbs

9,500 lbs 81,000 lbs Haddock 1.80-2.00

March 30, 1992 Monday

3.600 lbs 9,000 lbs 600 lbs 61,000 lbs

16,500 lbs

Cod Large, Markets & Scrod 1.00-1.15 Georges Flounder Large & Small 88 2.40-2.50 Dabs Large .80-1.50 / Small .60-1.40/ .40-1.00

Pollock .40-1.00 Sand Dabs .75-1.00

Yellowtail 100-120 count 1.50-2.00 / 120-140 count 1.25 / 160-180 count 1.40-1.45

Bonansa 21,900/ Seel 12,500/ Vila Ilhavo 22,600/ Atlantis 12,200

TOTAL 69,200 lbs

March 31, 1992

Tuesday

2,300 lbs 17,000 lbs o non lbs

Haddock 1.50-1.80 / Scrod 1.20-1.80

Cod Large 1.30-1.45/ Markets & Scrod 1.30-1.75 Georges Flounder 2.00/ Large 2.01 /Small 88 2.00/ PW 1.30

2,600 lbs

Dabs Large 1.40-1.75 / Small 1.20-1.75/ 1.00-1.75 Sand Dabs .55-1.50

32,000 lbs

6,000 lbs

Yellowtail 100-120 count 1.75-1.80 / 160-180 count 1.40-1.50

Caravelle 15.000/ Iberia II 21.500

TOTAL 36,500 lbs

26,800 lbs 8,700 lbs

Cod Large 1.25-1.50/ Markets 1.30-1.40/ Scrod 1.06-1.25 Georges Flounder 2.50/ Large 2.50/ Small 88 2.35-2.50/ PW 1.15

April 1, 1992 Wednesday

1,000 lbs

Sand Dabs 1.15

Sunshine 18,600/ Jenny Chris 18,700/ Ana Palmira 12,000/ Lucky Venture 18,900/ Sunflower 20,400/ Santa Queen 21,700/ Costa de Gale 10,300

TOTAL 120,600 lbs

43,700 lbs

41,000 lbs

19,000 lbs

Haddock Large & Scrod 2.00-2.30 Cod Large, Market & Scrod 1,10-1.70

April 2, 1992 Thursday

4.000 lbs 8,000 lbs

Georges Lemonsole 2.25-2.50/ Large & Small BB 2.00-2.50 Dabs Large 1.00-1.45 / Small .80-1.25 / PW .60-1.10

Sand Dabs .69-1.00

Yellowtail 100-120 count 1.60-1.75/ 160-180 count 1.25-1.50

Ruthie B 7,400/ Buenos Aires 10,100/ Portugal 25,400/ Chivas Regal 17,100

TOTAL 60,000 lbs

2,900 lbs 35,000 lbs Haddock Large & Scrod 1.75-2.00

Cod Whale 1.05-1.25/ Large .80-1.25/ Market .85-1.25 / Scrod .80-1.25

April 3, 1992 Friday

6,600 lbs 150 lbs

Dabs 2.20 / Small 1.85-1.91/ PW 1.00 Greysole 2.00

10,000 lbs 4,400 lbs

Sand Dabs 1.00-1.24 Yellowtail 100-120 count 2.00 / 160-180 count 1.50-1.60

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THE BARNACLE

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April 9, 1992



No. 15

A Contribution of ERE Associates Ltd.

by Richard C. Hiscock

Communications Equipment, Emergency Power Supplies and Cellular Phones

Several questions have arisen regarding the requirements for communications equipment, the use of cellular telephones, and emergency (back-up) power supplies for this equipment. What follows is an explanation and review of the requirements for radios and their back-up power supplies.

The new commercial fishing vessel safety regulations require that all documented commercial fishing industry vessel operating outside the boundary line be equipped with communications equipment capable of communicating with shore based search and rescue (SAR) facilities. [46 CFR 28.245]

VHF RADIOS

Each vessel is required to be equipped with a VHF radiotelephone that is capable of communicating (on the 156 to 162 MHz band) with a public coast station (marine operator) or U.S. coast Guard Station serving the area in which the vessel is operating. As most vessels are equipped with an all channel VHF radio this should not prove to be any great hardship. Vessels which are equipped with older crystal radios should ensure that they have the installed the channels used by the Coast Guard in the New England area. Channels

06, 16, and 22, are the channels commonly used by the Coast Guard for SAR communications.

SSB RADIOS

Vessels that operate more than 20 miles from the coastline (meaning more than 20 miles from any point of land) must, in addition to a VHF radio, be equipped with a SSB radio capable of communicating with a public coast station or Coast Guard station on the 2 to 4 MHz band.

Vessels that operate more than 100 miles from the coastline must be equipped with a SSB radio capable of communicating with a public coast or Coast Guard station on the 2 to 2.7.5 MHz band. A vessel which was equipped with a SSB radio capable of communicating on the 4 to 20 MHz band before 15 September 1991 may continue to use that radio to meet the requirement for a vessel operating more than 100 miles from the coastline.

Vessels operating more than 20 miles from the coastline, that are not equipped with a SSB - and there are probably a number of them - should have little difficulty obtaining a SSB radio capable of operating in the 2-4 MHz band.

A problem arises for vessels currently operating more than 100 miles from the

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coast line that are not equipped with a SSB, as a radio capable of transmitting and receiving on frequencies in the 2-27.5 MHz band are not currently available. (This specification was included in the regulations as the result of an international communications agreement.) So what is a person to do? Answer: If it is not possible to purchase a radio capable of communicating on the full range of 2 to 27.5 MHz, then obtain a SSB radio that is capable of communicating with the a shore stations (public coast and Coast Guard Communications Stations) in your area of operation.

Cellular Phones:

Cellular telephones capable of communicating with a public coast station or a U.S. Coast Guard station serving the area in which the vessel is operating may be substituted for the SSB radios required for vessels operating more than 20 miles offshore, as wall as those more than 100 miles offshore.

The Coast Guard does not encourage the substitution of cellular phones for emergency communications for many reasons, including: (a) other vessels in the area to hear not hear the emergency call, (b) the Coast Guard cannot DF on your signal, (c) you may dial a wrong number, get a busy signal, or experience interference in an emergency, or (d) you may be out of the service area. When broadcasting a distress message you want as many people (vessel and stations) as possible to hear you. A cellular phone can not provide multiple listeners. The Coast Guard recommends that cellular phones be used only as a secondary means of emergency communication.

If you are considering a cellular

phone as a substitute for a SSB you should ensure that you can call a Coast Guard Station from all your areas of operation. While we have no specific information regarding coverage of various cellular services, it is doubtful that reliable cellular telephone service is available outside 20 miles from the coast.

Emergency Power For Communications Equipment

Communications equipment must provided with an emergency source of power meeting the requirements of 46 CFR 28.375. The emergency power supply must be:

(1) Independent of the main source

of electrical power.

(2) Located outside the main machinery space.

(3) Capable of operating the communications equipment continuously for at least 3 hours.

Several people have asked about whether a portable (hand-held) VHF radio, or a cellular phone with its own power supply would meet the requirements for emergency power. To determine whether this equipment would meet the emergency power requirements, answer the following questions:

For a VHF radio:

(a) Can I communicate with a Coast Guard Station using my portable VHF radio? The range of portable VHF radios is limited by their output, and the height of both

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(b) will a fully charge battery in my VHF portable radio provide me with 3 hours of continuous operation, meaning one-and-onehalf hours of transmitting followed by one and-one-half hours of receiving?

If the answer to both these questions is "yes" then your portable VHF radio could conceivably be used meet the requirements for emergency power for VHF communications. But, you should you be prepared to demonstrate - to a boarding officer that you can communicate with a shore station, and that the battery life is at least 3 hours, based on the specifications of the manufacturer.

For a cellular phone used as a substitute for a SSB for vessels operating outside 20 miles, similar questions must be answered:

- (a) Can I call a local Coast Guard Station using my cellular phone?
- (b) Will the fully charged battery in my portable cellular phone provide at least 3 hours of continuous operation, meaning one-and-one-half hours of transmitting followed by one and-one-half hours of receiving?

If the answer to both these questions is "yes" then your portable cellular phone could conceivably be used meet the requirements for emergency power for offshore (beyond 20 miles) communications. But, again you should you be prepared to demonstrate - to a boarding officer that you can communicate with a shore station, and that the battery life is at least 3 hours. You should be able to demonstrate a three hour battery life using manufacturer specifications indicating that a fully charged battery will provide at least three 3 hours of continuous operation.

Location of Communication Equipment

Communications equipment must be located at the operating station of the vessel, and must be installed to ensure safe operation of the equipment and be protected against: vibration, moisture, temperature, excessive currents and voltage, and water intrusion in the event windows are broken by heavy seas.

We hope this discussion his clarified some of the persistent questions that have arisen regarding communications equipment requirements for documented fishing industry vessels operating outside the boundary line.

If you still have not received a copy of the new fishing vessel

safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Ted Harrington or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

If you would like the Coast Guard to conduct a courtesy examination of your vessel contact the Fishing Vessel Safety Specialist in your area: LT Trish McAllister, MSO Portland, Maine (207-780-3251); CWO Joe Mckechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203-468-4400); or, LCDR John O'Brien, MIO New York (212-668-7810).

Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.





Seafood New England Magazine Debuts

The premiere issue of Seafood New England, a new free monthly magazine aimed at consumers interested in learning more about seafood, has recently been made available throughout Southern New England.

The magazine offers readers interesting facts about scallops, quahaugs, lobsters and mussels, and offers recipes that will enhance their enjoyment of the ocean's bountiful variety of seafood species.

Additionally, there are pages in the magazine devoted to seafood cookbook reviews, senior citizens & seafood, seafood wok cookery, and New England's best fish and chips purveyors.

Issue number one also focuses attention on skate, called the "new

fish on the block." The two page feature includes information on this fast growing seafood species, already popular in Europe. Buying tips and easy-to-prepare recipes are included.

Seafood New England also includes two pages of seafood reports in Spanish in a section called "Alimentos Marinos [marine foods].

"According to the magazine's publisher, Kenneth Proudfoot, future issues will feature pages in Portuguese and Cambodian: "Through these special pages," Proudfoot says, "I am determined to reach everyone in this region with the good news of the health and nutritional benefits deriving from a regular diet of seafood."

Proudfoot is also the longtime

publisher of the commercial fisheries trade monthly, Shoreline Fishermen's News, and was formerly the publisher of Shoreline En Espanol.

A number of recent attacks on the seafood industry published widely in *Consumer Reports* and the national mass media led to the establishment of the magazine. According to Proudfoot, "The seafood industry needs to have a good offense, rather than always having to be on the defensive. Seafood New England is totally supported by the industry to promote the positive aspects of seafood. Through it, we intend to continue building and enhancing seafood's good reputation."





Seaport Inn Hailing Marine Dealers For May Boat Show

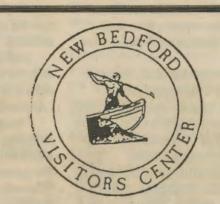
Boating equipment businesses serving the pleasure boat market have an opportunity to promote their product and services to over 5,000 pleasure boaters coming May 2 and 3. That's the dates of the second annual Fairhaven Seaport Marine Expo, a large inwater, new/used boat and marine trade show at the Seaport Inn in Fairhaven. The show will feature over 100 marine gear exhibitors and 30 boats of all types, exhibiting the latest in marine gear, services and vessels.

"The early May show is going to occur at the best time of the year for marine dealers to expose their products and services because the boating interest will be at its peak and consumers will be ready to make the move to purchase boating products," said Mike Yorston, the Expo Manager. "It's going to be a great business-helping-business expo."

The Expo will take place on the grounds and waters of the Seaport Inn and Marina off Route 6 and Middle Street in Fairhaven. A number of groups will be on hand to discuss the latest in environmental news and boating safety. There'll also be something for every member of the family to enjoy such as a small boat regatta, swim suit show, and a New Orleans Jazz Band Show aboard the old Cuttyhunk Line passenger ferry "Alert".

Any business interested in participating in the show

can contact Mr. Yorston at 997-1281. The Fairhaven Seaport Marine Expo will offer plenty of free parking and admission is \$3.00 for adults and \$1.00 for children. The Seaport Inn and Marina is easily accessible from Route 195 by taking the Downtown Route 18 connector to the Fairhaven Route exit, over the bridge and you are there.

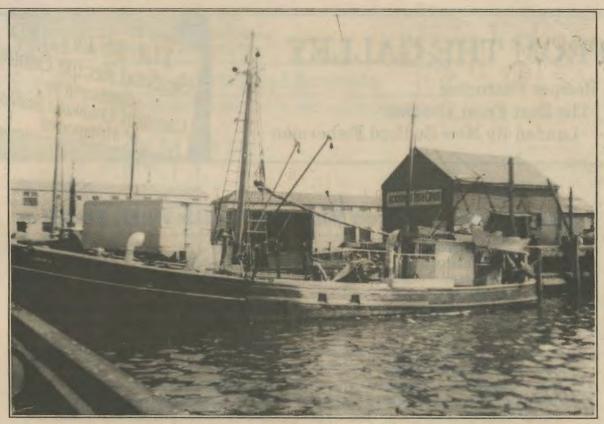


The New Bedford Visitor Center is looking for volunteers to staff the center. Located at 47 North Second Street in New Bedford's Historic District, it features information about New Bedford and surrounding communities as well as the southern New England area. Volunteers are asked to man the information desk for a two to three hour shift assisting visitors with brochures and advice.

The Center is open seven days a week. All new volunteers will be given an orientation and training session to introduce them to the Center

Anyone interested, please contact B.C.C.V.B. at 997-1250, leaving your name, address and phone number.





Thanks to John Veira, he tells us this photo of the F/V Liboria C was once owned by Captain Manuel DeMello and Correia and Sons, tied to the Acushnet Fish Co. docks which is now Leonard's Wharf

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FROM THE GALLEY

Recipes Featuring The Best From The Sea Landed By New Bedford Fishermen



New Bedford Baked Flounder with Herb Stuffing

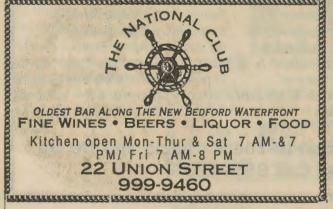
- 2 pounds flounder fillets. Fresh or frozen
- 4 slices bacon, dlced
- 1 cup sliced celery
- 1/2 cup chopped onion
- 1 teaspoon salt
- 2 tablespoons melted margarine
- 1 tablespoon lemon juice
- Paprika
- 2 cups prepared herb seasoned stuffing mix

Thaw frozen fish. Fry bacon until crisp. Remove bacon bits; save 2 tablespoons drippings. Cook celery and onion in bacon drippings until onion is tender, but not brown. Prepare 2 cups of stuffing mix as directed on package label; toss lightly until water is absorbed. Stir in celery and onion mixture. Spread stuffing mix in even layer over bottom of greased shallow 2-guart casserole. Arrange fish fillets on stuffing. Sprinkle with salt. Drizzle with melted margarine and lemon juice. Bake uncovered in moderate oven, 350 degrees F., for 30 minutes or until fish flakes easily when tested with a fork. Sprinkle with paprika and bacon bits. Makes 6 servings.

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THE BARNACLE

Page 26

April 9, 1992

Barnacle Word Game

To Help Pass The Time In The Wheelhouse

Sports Word Scrambler

Unscramble the words below, one letter to each square.

1. RMPRIU

2. UTO

3. TCRPEIH

4. HERET

5. ENWYFA/AKRP

6. DRE/OSX

Answers to Games Page 29

Now unscramble the circled letters to form the mystery word.

Mystery Word



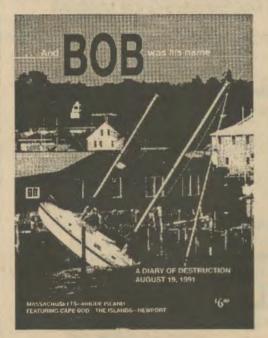
THE BARNACLE

Page 27

April 9, 1992

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Answers to game on page 27:

1. umpire 2. out 3. pitcher 4. three 5. Fenway Park 6. Red Sox STRIKE

"Concha Dentro De Concha"

By José Vinagre

Desde que o Governo Federal estabeleceu um periodo de tempo do dia, durante o qual os arrastoões do scallop podem descarregar o seu pescado, tem-se notado uma falta de presença da parte destes arrastoões a lota das 7 horas da manhã. Outro regulamento que se diz ser também uma das razões de não haver barcos a vender os scallops na lota, é a formula de contar scallops para estabelecer o seu tamanho. Uma formula que tem sido bastante controversa e tópico para bastante discussão. Várias tentativas têm sido feitas para revocar tal processo, contudo o Serviço Nacional das Pascas continua a apreender o pescado de arrastões que se arriscam a trazer scallops pequenos.

Um desses barcos foi o Mary Jane, que no periodo de três semanas, perdeu grande parte do pescado porque os scallops eram demassiadamente pequenos.

O regulamento estipula que cada libra de scallops, terá que possior 36 scallops. Acontece que o Mary Jane, tinha 38.5 por cada libra. Ora a margem de diferença não querem ouvir desculpas, e levam a coisa muito a serio, não deixando variante para erro.

Um dos rumores que se ouve também nas

docas, é que alguns barcos estão apetrechados com compartimentos onde os pescadores escondem os scallops pequenos, caso os oficiais façam inspecção ao pescado, Diz-se até, que alguns arrastões, descarregam parte do pescado pequeno para barcos que pescam junto a costa, os quais levam o "Scallop Contrabando" para pequenos partos onde os inspectores não os detetam. Parece que já ouvi uma historia semelhante, mas o producto era enfardado em vez de ensacado.

Uma das vezes que o Mary Jane foi preso, foi por ser encontrado a pescar em aguas Canadianas, uma violação ao acordo entre os dois países que pode acarretar multas ao armador e ao capitão no montante de \$100,000.

A falta de pescado, e o constante aumento de custo para a manutenção dos barcos, leva muita gente a arriscarem-se, no entanto, consideração deve ser dada para que aqueles que no futuro se queiram dedicar a faina da pesca, possam ainda encontrar pescado que os ajude a subreviver.



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As licensas podem ser adquiridas na Camara Municipal ou na Junta de Dartmouth, ao custo de \$300 e \$200 respectivamente.

Um numero de telefone, está presentemente a ser montado para que os interessados se possam informar se, e quando as zonas estão abertas a pesca. O numero é 979-1450.

Encontram-se a circular as propostas e contra-propostas para o plano de revitalização das pescas, no qual se encontra um simples questionario com as perguntas se é o não a favor

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dos planos apresentados, e com o pedido de assinatura e nome do barco que presentemente se encontra a pescar.

Pede-se o especial favor de responder ao questionario e entregar nas casas que essas propostas, se encontram ou então na Offshore Mariners Association ou na Seaferers International.

Só assim se pode apresentar uma ideia ao Serviço Nacional das Pescas para eles poderem rever a sua proposta.

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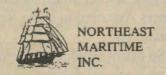
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January 13, 1992

Mr. Gary S. Golas, Publisher/Editor THE BARNACLE P. O. Box 71

Dear Gary,

During 1991, THE BARNACLE enabled Northeast Maritime to communicate directly with the fishing industry. Through news about our graduates and advertisements, about 40 highly competent fishermen completed Northeast Maritime courses. Nost of them became Able Seamen or Qualified Nembers of the Engineering Department in the merchant marine. Many of them manned ships carrying supplies to the Persian Gulf. Others filled war-caused vacancies in domestic shipping.

From the reports I have received, local fishermen who became merchant mariners are highly respected by the merchant marine officers supervising them. The former fishermen are tough, lean, accomplished seamen and not afraid of hardship and long hours. Most of Northeast Maritime's graduates who have gone into the merchant marine, are still working - many at permanent jobs.

By learning about Northeast Maritime through THE BARNACLE, other local fishermen have used our training to earn U. S. Coast Guard Master and Mate licenses. This qualifies them for other commercial small vessel jobs outside the fishing industry. It also provides insurance against the day when local fishermen will be required to be licensed.

In summary, THE BARNACLE has proved to be a valuable communication tool for Northeast Maritime. During 1991, it greatly assisted us in making a small contribution to the U. S. effort in the Mid-East conflict.

Mery truly yours,

Adrian L. Lonsdale Master, Oceans President, Northeast Maritime, Inc.

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